

AMENDMENTS TO THE CLAIMS

The following listing of claims replaces all prior versions of claims in the application.

1. (Previously presented): A hybrid vehicle comprising:
an engine (E) having a crankshaft (15);
a transmission (T) that has an input shaft (16) joined coaxially to the crankshaft (15) and an output shaft (17) disposed in parallel to the input shaft (16), and is capable of changing the gear ratio between the input shaft (16) and the output shaft (17);
a generator/motor (M1) that is disposed so as to surround the outer periphery of an axis (L) of the input shaft (16) at a position sandwiched between the engine (E) and the transmission (T);
and
power transmission means (78) for transmitting the driving force of the generator/motor (M1) to any position of a power transmission pathway between the output shaft (17) and a differential gear (19);
the vehicle being capable of traveling by means of either one or both of the driving force of the engine (E) and the driving force of the generator/motor (M1),
wherein
the generator/motor (M1) is disposed coaxially with the axis (L), and
a starter motor (M2) is joined to an end part of the input shaft (16) on a side opposite to the engine (E).

2. (Canceled)

3. (Canceled)

4. (Previously presented): A hybrid vehicle comprising:

an engine (E) having a crankshaft (15);

a transmission (T) that has an input shaft (16) joined coaxially to the crankshaft (15) and an output shaft (17) disposed in parallel to the input shaft (16), and is capable of changing the gear ratio between the input shaft (16) and the output shaft (17);

a generator/motor (M1) that is disposed so as to surround the outer periphery of an axis (L) of the input shaft (16) at a position sandwiched between the engine (E) and the transmission (T);
and

power transmission means (78) for transmitting the driving force of the generator/motor (M1) to any position of a power transmission pathway between the output shaft (17) and a differential gear (19);

the vehicle being capable of traveling by means of either one or both of the driving force of the engine (E) and the driving force of the generator/motor (M1), wherein

the generator/motor (M1) is disposed coaxially with the axis (L), and

a starter motor (M2) disposed so as to surround the outer periphery of the axis (L) at a position sandwiched between the engine (E) and the transmission (T) is joined to the crankshaft (15) or the input shaft (16).